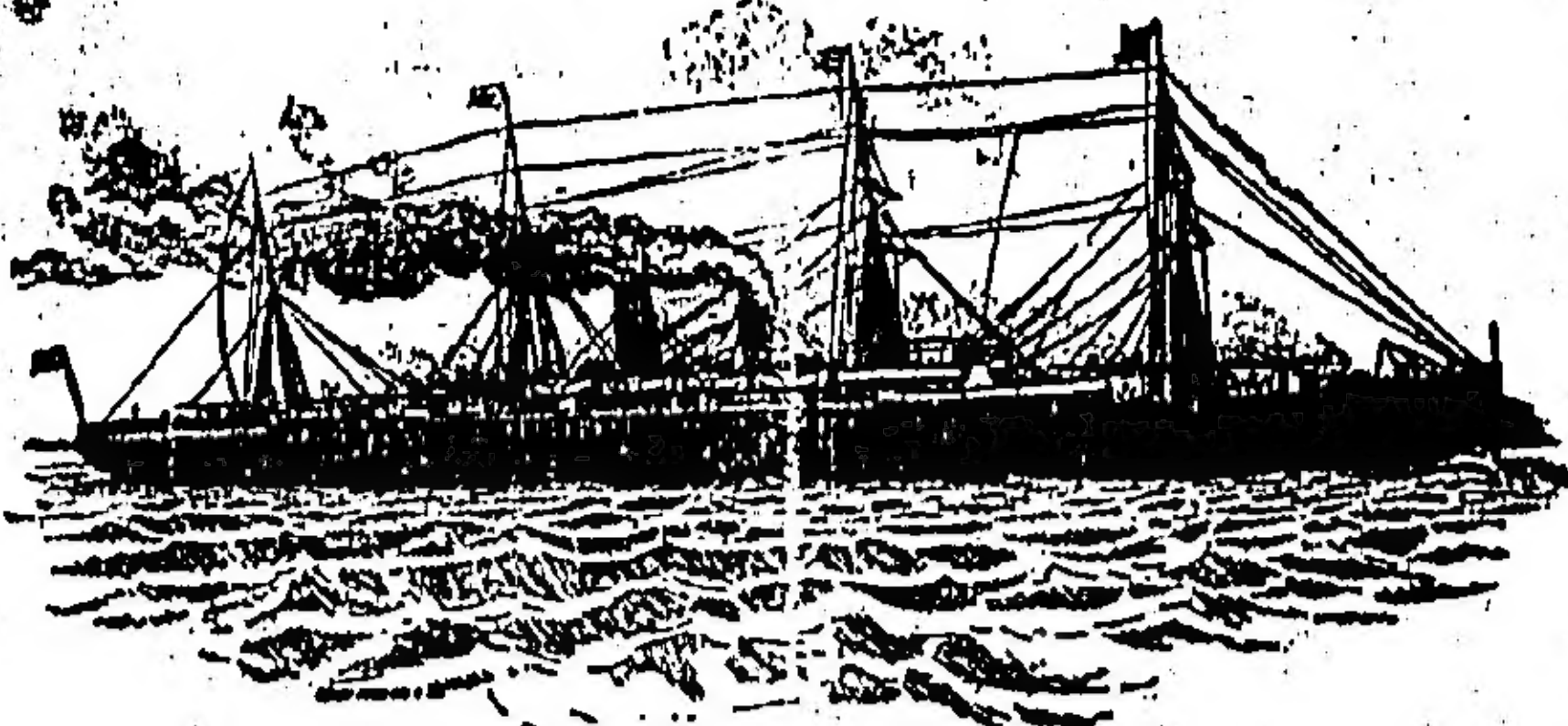






# Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

### PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 9th July, at Noon.
"SIBERIA".....	11,284 ".....	THURSDAY, 21st July, at Noon.
"OPTIO".....	4,352 ".....	TUESDAY, 2nd August, at Noon.
"KORBA".....	11,276 ".....	SATURDAY, 13th August, at Noon.
"GARLIC".....	4,205 ".....	TUESDAY, 23rd August, at Noon.
"MONGOLIA".....	13,639 ".....	SATURDAY, 3rd September, at Noon.
"CHINA".....	5,060 ".....	THURSDAY, 15th September, at Noon.
"AMERICA MARU".....	6,300 ".....	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are, confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

### FEATURES OF THIS LINE.

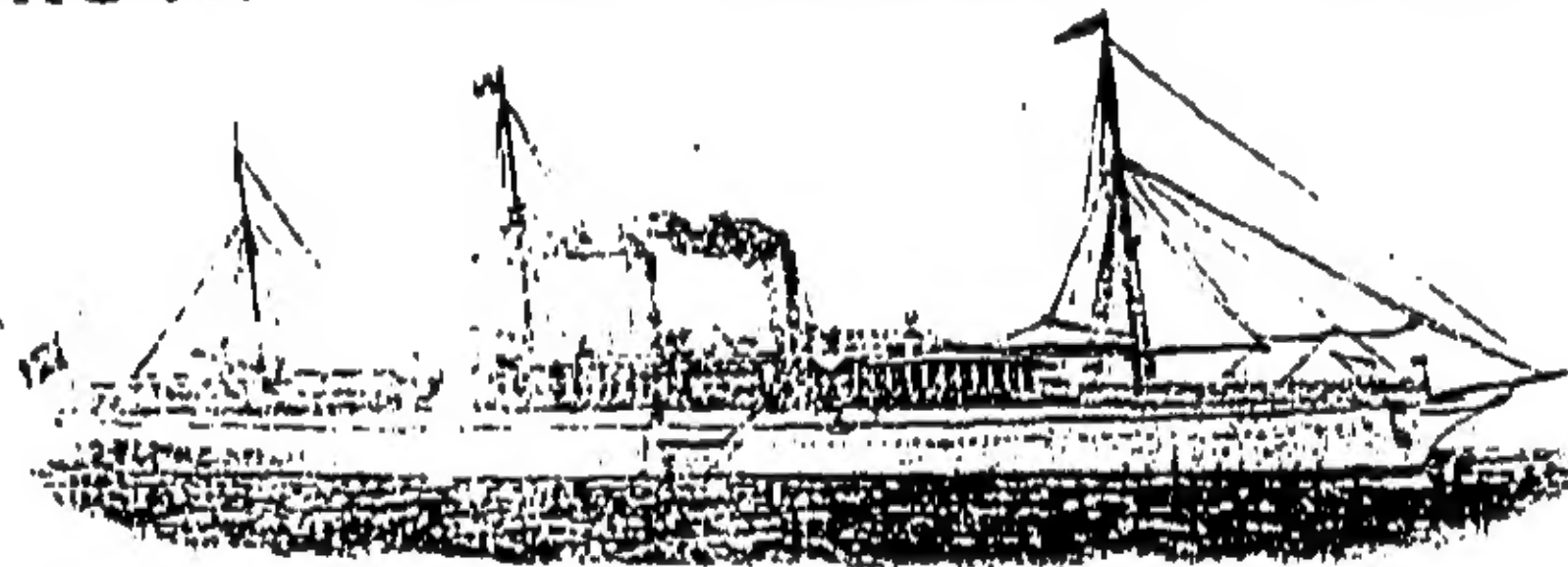
The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 8th July, 1904.

E. W. TILDEN, Agent.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 13th July.
"ATHENIAN".....	2,440 ".....	WEDNESDAY, 20th July.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 3rd August.
"TARTAR".....	4,425 ".....	WEDNESDAY, 10th August.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 21st September.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail.....£40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 8th July, 1904.

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

### PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LARISZ.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July. Freight.
von-Hoff.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th August. Freight.
BADENIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August. Freight.
Spezia.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Sept. Freight.
(ex BAMBERG).....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. Freight and Passengers.
Mitlauff.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
Schmidt.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
SCANDIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	
(ex KONIGSBERG).....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 6th July, 1904.

### TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

### THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, DES VOUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

# Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

### HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain R. D. Thomas.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,200 ".....	W. A. Valentine.
"HANKOW".....	3,073 ".....	B. Branch.
"KINSHAN".....	2,800 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

### SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain H. D. Jones.
-----------------------	-----------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

### CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
----------------------	---------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain J. Willox.
"NANNING".....	569 ".....	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILATJAP.....	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAH.....	"	First half of August	"	First half of August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

### THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
ALEXANDRA BUILDINGS, 3rd Floor.  
Hongkong, 4th July, 1904.

# Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

C. W. CLARK,  
No. 4, 101 HOUSE STREET,  
Between Queen's Road and Des Vaux Road.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,  
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

### TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

### LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

# Intimation.

## THE YOKOHAMA DOCK CO., LTD.

### No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

### No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

## CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and  
SPIRITS direct from the Growers in France, we are in a position to supply these  
requisites of the best quality and at the lowest possible prices, thus defying competition.

### EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—  
3 qt. botts. Bordeaux  
3 " " Beaujolais (Burgundy).  
3 " " Vin Rouge.  
3 " " Pomard (Superior Burgundy).  
at the exceptional price of \$12 per case.

### CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,  
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—  
Mousseux Blue Seal } \$38 per doz. qt.  
White Star } Moët & Chandon. { 42 " " "  
Brut Imperial } 50 " " "

### WHISKIES.

We can offer the following famous brands of WHISKIES:—  
Buchanan Blend at \$13.50 per case of 1 dozen quarts.  
Black and White, at 17.50 " " "  
Royal Household, at 20.50 " " "  
We request of our customers the favour of a trial of the products we offer, being convinced  
that they will find them of excellent quality at this same time as they are moderate in price.  
Hongkong, 9th June, 1904.

[707]

## THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING  
and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 111

Ice House Road.

Now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE in  
the Colony or in any part of the Far East.

GROUPS and VIEWS

as usual.

1284

# Hotels.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st October, 1903.

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.



## Entertainment.

## METROPOLE THEATRE.

## METROPOLE HOTEL.

Sole Proprietor.....Mr. JAS. CHRISTIE.

COMPLETE CHANGE OF PROGRAMME.

TO-MORROW,  
(SATURDAY), July 9th, 1904.NEW SKETCHES!  
NEW DANCES!!  
NEW SONGS!!!

A Clever Performance by Clever Artists.

Prices... ..\$2 and \$1

Overture 8.45 p.m. Performance 9.15 Sharp.  
Hongkong, 8th July, 1904. [803]

## Auction.



## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of July, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One LOT of CROWN LAND at Plantation Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	LOCALITY.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
			N. S. E. W.			
Plantation Road, Plantation Park.			10' 0" 10' 0" 10' 0" 10' 0"	10,000	100	2,250

Hongkong, 2nd July, 1904. [788]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 27th May, 1904. [52]

## Notices of Firms.

## A. S. WATSON &amp; CO., LIMITED.

MR. ALFRED HENRY MANCILL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st July, 1904. [791]

## A. S. WATSON &amp; CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st July, 1904. [792]

## Intimations.

## ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFE LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367, Depot, Ice House Street. Tel. 374.  
Dr. V. DANENBERG & F. DANENBERG,  
General Managers.  
Hongkong, 20th May, 1904. [677]

## JUST UNPACKED.

A CONSIGNMENT OF FRESH PROVISIONS from Messrs. CROSSE & BLACKWELL and PHILLIPS & CUNARD'S.

ALSO Messrs. HUNTLEY & PALMER'S Varied Assortment of BISCUITS AND CAKES. AND CADBURY'S Best Assorted CHOCOLATE SWEETS.

Inspection Earnestly Solicited.  
H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
or  
36 to 38, Elgin Road, Kowloon.  
Hongkong, 5th July, 1904. [72]

## Intimations.



TENDERS are invited for the SUPPLY OF COOLIES for H.M. NAVAL YARD. Apply personally at the Secretary's Office. A Guarantee Deposit of \$5,000 will be required from the man selected.  
Hongkong, 7th July, 1904. [805]

## THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 16th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

By Order of the Board of the Directors.  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 29th June, 1904. [776]

## A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

Forms of application for the New Issue can be obtained at the Company's Office in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904. [754]

## THE ROBINSON PIANO

## Co., LTD.,

## INVITE INSPECTION OF SOME

## SPECIALLY FINE SAMPLES OF

## UPRIGHT PIANOS

## RACHALS, STUART,

## &amp;c., &amp;c., &amp;c.

## — AND —

## BABY-GRANDS,

## BY

## WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 1st May, 1904. [39]

## THE CONDITION OF INDIA.

## ECONOMIC AND INDUSTRIAL PROGRESS.

Sir James Mackay presided at a meeting of the India Section of the Society of Arts, held at John Street, Adelphi, on May 31. Mr. J. E. O'Connor (late Director of Statistics, India) read a paper on the economic and industrial progress and condition of that country. Mr. O'Connor said he had come to the conclusion that India had made very great progress, and that much of it was due to the really splendid work of the administration. There was no doubt, however, that India was extremely backward when compared with Western nations, and that this backwardness was due to various causes, for the existence of which the State was not directly responsible. He reviewed the economic advance which had taken place during the last 40 years, pointing out the influence of railways and irrigation.

Referring to the fact that the province of Burma imported more than double the amount imported from foreign countries by the other Indian provinces, he attributed it mainly to the facts that the Burmese were Buddhists, who were not debased by laws of caste from the use of any article that pleased them, that the standard of living among them was much higher than in India, and that illiteracy was far less common. An even still more important consideration was the fact that Burmese women received some education, were as free as women in the Western world, and took quite as large a part in social and business life. The most serious fault which he imputed to the Government of India was its remissness in the matter of education. They had given much attention to secondary and higher education, but the teaching of the masses had been reprehensibly neglected. Mr. O'Connor declared that what India wanted was a system of taxation like simple and good, the maintenance of taxation at a moderate level, and the removal of customs and of octroi duties. With respect to the proposed new department specially constituted to deal with the commercial and economic problems, he considered that the value of the department would be greatly impaired unless it had the power to formulate and declare a policy without first submitting it to the local Governments for criticism and opinion.

The chairman expressed a general agreement with Mr. O'Connor's views, and said that the British nation had good reason to be proud of its achievements in India. Sir W. Leeper, Mr. J. D. Rees, Sir M. Bownaggre, M.P., Mr. J. A. Baines, and other gentlemen took part in the discussion and generally approved of Mr. O'Connor's paper, while taking exception to some of his views.

## JARS IN SARAWAK.

Sarawak, we deplore to learn, is now confronted by a currency problem compared to which the recent vicissitudes of the Straits dollar must be regarded as a mere bagatelle. The Jars have fluctuated ever since dollars were known. Sarawak, however, has a financial trouble that is unique, inasmuch as that it is based upon a slump in antiquities. In other words the higher currency of the Dyaks—that in which they pay their fines and taxes, and which consists almost exclusively of antique earthenware jars—has recently become debased, and the Sarawak financial officials do not know what to do about it. Among the 200,000 Dyaks, more or less, that are domiciled within the dominions of the Rajah Brooke there is scarcely one silver dollar per capita in actual circulation. They do their trade in "kind," but when large sums have to be paid to Government for taxes, fines, licenses or rentals, the regulations forbid the payments being made in "kind." Only currency will be accepted. Dollars are not to be had, so jars are used in lieu thereof. Time was when the Dyaks were skilled in the art of making large ornamental jars wherein they stored their rice and grain and other household necessities. They were fine jars, and were adorned with life-like presentments of snakes and lizards which displayed considerable cunning and ceramic skill in their fashioning. During the excitement and vicissitudes of some unduly protracted head-hunting season in the dim long ago, the potters' wheels got broken and the fashioning of Dyak jars—never a common calling—became a lost art. These simple but murderous tribesmen in time developed an instinctive wisdom in ceramic lore that would be a credit to any *habitué* of Christie's. Any well-bred head-hunter of respectable antecedents and decent bringing-up, could tell in the cock of an eye exactly what epoch or age this, that or the other ancestral jar belonged to, and exactly how much it was worth in dollars. When it is explained that these jars vary in value from \$100 to \$300 or \$400 apiece, it will be understood how very necessary such seemingly abstruse ceramic knowledge must be to a young Dyak of fortune and prospects. As luck would have it, no crash of crockery disturbed the fiscal balances of Sarawak for many, many years. Trouble, however, was brewing in an entirely unsuspected quarter. A Malay with an eye for business came to Kuching one day when the taxes were being brought in, and learned the value of those ancient jars. He purchased two or three jars as samples, and paid the full market rates for them. Then he packed them up carefully and took them away.

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CENTRAL CORRESPONDENCE COLLEGE,  
215, Temple Chambers,  
Temple Avenue, London, E.C. [727]

Hongkong where a Chinese jar factory turned him out 500 identical to sample, at the ridiculously low charge of \$3 per jar f.o.b.—at the Kowloon wharf. Then the Malay returned to Kuching with his cargo of debased currency, and proceeded to do business. He offered to sell his \$3 jars, "as good as, if not superior to the \$400 articles," at the sacrificial figure of \$80 apiece, and the Dyaks went jumping over each other in their anxiety to become purchasers. The authorities got wind of the matter, and convened the Dyaks and explained to them the deceit, and assured them they would rue it. The Dyaks, however, looked askance at the officials who still persist in suppressing the sport of head-hunting, and detected in their warnings another effort at oppression. The officials, recognising the futility of endeavoring to teach those wily grandmothers how to suck eggs, gave up the task in despair. The Dyaks returned to their jungles heavily-laden with jars and happiness. The Malay with his \$37,000 easy dollars went off to perform the *Haj*, and thank Allah for his goodness as near headquarters as possible. Then the Rajah's collectors went out to gather their fines and taxes. The Dyaks received them with smiles of welcome and Hongkong-made jars; and when the collectors refused to receive \$3 worth of high-class modern earthenware in lieu of a \$300 fine, the Dyaks jibbed. What had come over the collectors? What did they want? Jars? Well there were the jars! They had sold all the old ones to buy the new, and if the collectors did not like the new ones they might leave them. They suited the tax-payers anyhow, and wherefore not the tax-collectors? Were they not regulation Dyak jars? What was the Rajah going to do about it?

That is the problem which is now worrying the financial luminaries of Sarawak and, in a minor—a very minor degree—it is also said to puzzle the Dyaks.—*Straits Times*.

## FRENCH INDO-CHINA.

## ITS VALUE TO FRANCE.

Mr. Consul Little in concluding his report on the trade of Indo-China for 1903 says:—

I may, perhaps, usefully bring together here some facts which indicate the present condition and future prospects of the colony. The following are some of the annual charges of a striking character paid by the colony:—Subsidies to mail boats, \$64,000; subsidies to other shipping, paid or about to be paid, \$40,000; together, \$104,000; other subsidies, \$40,000; say a total of \$184,000. Subsidies and bounties to planters, about \$500,000; administration of Kwangchowwan, \$500,000; cost of supporting 20 to 30 doctors, schoolmasters and postal agents in China and Siam; maintenance of four commercial attachés or agents in China and Siam; nearly the whole cost of maintaining an army; of some 35,000 men, and four or five small gunboats, besides at least 10,000 native police with about 400 French officers; maintenance of about 4,000 French officials; interest on loans of some \$6,000,000. The following are the known items of extraordinary expenditure incurred during the last few years:—Railway surveys in China, about \$250,000; erection of post offices, schools, and hospitals in China, probably \$100,000 to \$300,000; at least \$22,000 has been spent on post office at Canton, and about \$10,000 on buildings at Pakhoi; cost of Hanoi Exhibition, \$2,433,000. In addition to the foregoing items should be noted the large sums spent on public works, which include, to mention only a few about \$1,000,000 on the canals in Cochinchina, and probably at least an equal amount on harbour works; erection of a telegraph system of some 14,000 kiloms; erection of numerous fine barracks and public buildings; making and repair of some thousands of miles of roads (partly done, however, with proceeds of loans). The railways I do not include, as they are being built with borrowed money, although some of the big bridges, e.g., at Hanoi, Saigon and Hue costing nearly 10,000,000 fr., have been paid for out of current revenue. The above list is by no means complete, but I think it goes a long way towards justifying the views I have expressed regarding the actual and potential value of the colony to France. People who visit the country often make the mistake of forming their opinion of it by what they see in the chief towns.

## Intimations.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

37 1/2 Casks of 37 1/2 lbs. net \$4.75 ex Factory.  
In Bags of 50 lbs., net \$2.85 ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th August, 1903. [783]

## ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED AND OF MATURED AGE.  
TO BE OBTAINED FROM—  
THE MUTUAL STORES,  
Des Vieux Road.  
Hongkong, 11th May, 1904. [568]

## Intimations.

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COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
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## SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIENS GENUINE  
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BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIGHTER SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 15th December, 1903. [78]

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ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904. [61]

SAVARESSE'S  
SANDAL  
CAPSULES  
Efficient because absolutely pure  
Santal Oil. Not made of Galls.  
Full directions on each box.  
Sole Importers: SAVARESSE.

## To Let.

## TO LET.

NO. 1, RIFON TERRACE in FLATS.  
No. 4, RIFON TERRACE.  
No. 17, WONG NEI CHONG ROAD, facing  
Race Course.  
FLATS in MORETON TERRACE, facing  
Polo Ground.  
OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).  
GODOWNS: PRAYA EAST.  
No. 1, CLIFTON GARDENS.  
OFFICES in No. 16, DES VŒUX ROAD  
CENTRAL.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 27th June, 1904. [777]

## TO LET.

NO. 1, STEWART TERRACE,  
THE PEAK.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 26th March, 1904. [436]

## TO LET.

TWO ROOMS on the First Floor of  
ALEXANDRA BUILDINGS.  
Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 16th June, 1904. [729]

## TO LET.

IMMEDIATE POSSESSION.  
FOR 18 MONTHS.  
"LEIGHTON," THE PEAK.  
Apply to—  
JEBSEN & Co.  
Hongkong, 27th April, 1904. [559]

## TO LET.

WILD DELL BUILDINGS, No. 147,  
WAN CHAI ROAD, Comfortable and  
Airy Flats of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.  
And others to suit various requirements.  
S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.  
Hongkong, 2nd May, 1904. [49]

## TO LET.

LARGE HOUSE, SIX SPACIOUS ROOMS  
and many others. No. 35, Caine Road.  
Apply to—  
YEW KEE BANK,  
133, Queen's Road.  
Hongkong, 18th June, 1904. [736]

## THE WINE GROWERS SUPPLY CO.

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AGENTS for the WINE GROWERS  
SUPPLY COMPANY OF PARIS, are now  
prepared to answer inquiries and receive orders  
for all kinds of WINES and SPIRITS, at 22 and  
24, Bank Buildings.  
BARRETTO & CO.

## CLARETS.

	Per Case.	Per Case.
	1 doz. qts.	2 doz. qts.
Pauliac .....	\$14.00	\$15.00
Cotes .....	15.00	—
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St. Estephe .....	16.00	17.00
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" Galic .....	18.00	19.00
" Margaux .....	20.00	21.00
" Mouton d'Armailhaq .....	24.00	25.00
" Pontet Canet .....	26.00	27.00
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## SPANISH CLARET.

Bottled by La Compania Vinicola del Norte  
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Per Case.  
1 doz. qts. \$12.00

## JAPANESE BEER.

"KABUTO" BRAND.  
Per Case 4 doz. qts. \$10.50  
" " 8 doz. qts. \$12.00

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"PEACOCK" BRAND.  
Per Case 4 doz. qts. \$5.50  
Hongkong, 30th June, 1904. [703]



## Intimations.

A. S. WATSON & Co.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

## CLARETS.

	Per Case	Per Case
	1 doz. Qts.	2 doz. Pks.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
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These CLARETS are specially selected and obtained from the LEADING FRENCH GROVERS; they are of exceptional value and in fine condition.

## THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,  
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Hongkong, 20th June, 1904.

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CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
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17, QUEEN'S ROAD.

FURNITURE  
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DRAWING-ROOM,

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FURNITURE.

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PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

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COOKING RANGES,

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UNDERTAKEN FOR AMATEURS.

GOOD WORK.

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Hongkong, 8th January, 1904.

## E. C. WILKS &amp; Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.  
Salvage Work undertaken.

Ship Designs and Specifications prepared.  
Agents for the Construction and Sale of Steam  
and Motor Launches.

Contract for New Tonnage on reasonable terms  
with First-class Builders.

A large stock of Canadian Asbestos and  
Asbestosoid goods kept.

Agents for Messrs. Allen & Sons' Electrical  
Plant and Centrifugal Pumps.

Telegram Address: Telephone:—No. 358.  
MARINEWORK.

Hongkong, 3rd May, 1904.

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All communications intended for publication in  
The "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
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world is 80 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## BIRTH.

At Government Civil Hospital, on the 8th  
inst., the wife of JAMES WALKER, of a son. [809]

## DEATH.

Died at his residence, Bombay, yesterday,  
the 7th July, 1904, DORABJEE NOWROJEE,  
late of the Victoria and King Edward Hotels,  
Hongkong. Aged 80. Deeply regretted. [810]

## The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 8, 1904.

## A LINK WITH THE PAST.

The numerous friends of the late Mr. Dorabjee Nowrojee, of the Victoria and King Edward Hotels, will, doubtless, very much regret with us, the death of the old gentleman which occurred at his residence Khetwaddy, Grant Road, Bombay, yesterday at the advanced age of 80. The deceased left these shores in April last after a residence in China, off and on, of over 52 years during which, in his humble and unostentatious way, he contributed his mite to the making of our thriving and prosperous city. He was an entirely self-made man, and was a notable instance of the good old type of the small band of Parsees—now, alas! fast disappearing—who, without education but with a large share of benevolence through sheer force of character and with an indomitable perseverance, made their mark and rose from indigence and poverty to riches and affluence, and who have contributed in no small degree to the looming of an infinitesimal small community so largely before the world. The deceased came over to China in 1852 in an old East Indiaman, the *Charles Grant*, working his passage, and on arrival in Hongkong he took service on board one of the river steamers under Messrs. Lyall Still & Co.'s management, as a steward. After a couple of years he joined Messrs. Duddell & Co., bakers and confectioners, of Hongkong, as an assistant and on Mr. Duddell's death young Dorabjee took over his business. At this juncture occurred the bread poisoning episode, and Mr. Dorabjee applied for, and obtained, the contract for supplying H.M.'s navy with bread and biscuits which he has retained up to this date. He also built large and spacious godowns at Wanchai and started storage business, thus relieving a sore congestion of trade under which the Parsee and Indian merchants were labouring for some time past. He now started the steam-ferry service between Hongkong and Tim-tsu-tsu, and undertook the management of the Hongkong Hotel. After some years he built the Victoria and then the King Edward Hotel, which was opened in October 1902. The deceased gentleman was very popular amongst the Parsee community, was very lately unanimously elected one of the Trustees of their Charity Funds, and to his no small credit may it be said that he never had, or has left, a personal enemy behind him. He was a member of the Hongkong Jockey Club up to the time of his death, and always took the keenest interest in the annual race meetings. His charities were numerous and purely Catholic, no distinction whatever being made in caste, colour or creed.

## LOCAL AND GENERAL.

THE Rt. Hon. Joseph Chamberlain is 68 to-day.

DRIVERS and stokers of the Singapore Fire Brigade get \$25 and \$12, respectively.

THE American transport *Solace* has arrived from Woonung with 200 naval drafts aboard.

FOUR additional plaque cases, since noon of yesterday make 401 since the beginning of the year.

THERE will be no band performance at the King Edward Hotel to-night, on account of the death of Mr. Dorabjee, the proprietor, at Bombay.

THE first division of the French fleet, comprising the battleships *Montcalm*, *Sully*, *Guys*, the gunboats *Vigilant* and *Pistole*, and the torpedo boat *Prende* left for Shanghai this morning.

As a mark of respect to the late Mr. Dorabjee Nowrojee, his co-religionists in Hongkong will assemble, under the presidency of Mr. H. N. Mody, at the Parter Club, Elgin Street, at 3 p.m. to-morrow to perform the third day ceremony known as "Uthama."

HERE is a chance for Raub, the Duff Development Company and other mining concerns in Malaya. On Monday next (June 2) at the Westminster Palace Hotel, Professor Silvanus Thompson is to exhibit an apparatus by which electrical waves have located subterranean lodes and ore bodies. There is a fine field before the "electric prospector" if it can be trusted to do its work accurately to a fair depth.—S. F. Press.

By kind permission of Lt.-Col. Fremonger and Officers, the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

## PROGRAMME.

March, "Cavillon et tambour".....Rosenstein.  
Overture, "Nell Gwyn".....German.  
Selection, "The Turret".....Nonckton.  
Serenade, "Love's Idleness".....Macbeth.  
Selection, "A Chinese Honeymoon".....Talbot.  
Valse, "Blue".....Margis.  
Two Steps, "Hawaiah".....Moret.  
God save the King.

PROGRAMME of music to be performed by the band of the 114th Mahrattas on the new parade ground on Monday next, the 11th inst., from 5 to 6.30 p.m.

Festive March in "D".....Smart.  
Cverture to "Benjamen Strelche".....Suppe.  
Selection from "Hocaccio".....Suppe.  
Transcription from an Organ Composition "Intermezzo".....A. Hollins.  
Selection from "Der Freischutz".....Weber.  
Transcription from an Organ Composition "Angelic Voices" No. 1.....E. Batiste.  
God save the King.

THE Right Revd. Joao Paulino Azevedo e Castro, the new Bishop of Macao, who left for Singapore by the German mail steamer *Seydlitz*, is expected there on Monday and on the 17th in the morning in the Portuguese Church of St. Joseph, the Bishop will hold a confirmation service and pontificate at high mass. As this is the first official visit of the Bishop to the Portuguese Missions at Singapore and Malacca, which are directly under his control, there are many subjects which require his personal attention, says the S. F. Press, and amongst the most pressing need in Singapore is a new Church to replace the somewhat antiquated and dilapidated Church of St. Joseph.

THE CIVIL SERVICE IN INDIA  
AND THE BRITISH EAST.

## ITS SUCCESS IS ADMITTED.

The civil service of India and other British provinces in the east is a matter of national pride, and no one can study its records and its methods without admitting its success and superiority to the ordinary official administration of other governments.

The reason for the character and efficiency of the official staff in Egypt, India, Burma, Ceylon, the Straits Settlements, the Malay Federation, Hongkong and other British provinces in the East is easily found. The government gets good men because it offers suitable inducements, permanent at large salaries, rapid promotion for merit, with liberal leaves of absence, and pensions upon retirement at the termination of certain periods of service. Our government must adopt a similar policy in the Philippines if it would have an equally good administration. Every congressman and every other person interested in the administration of affairs at Manila, particularly President Roosevelt, Secretary Taft, Governor Wright, and those who have immediate control of affairs, should carefully study the salary list of the British colonies in the east, particularly that of India, the conditions of appointment, and the regulations governing the civil service.

There has already been considerable criticism of the large salaries now paid to officials in the Philippines, but it comes from people who know nothing whatever of the requirements necessary or the compensation received by similar officials in other parts of the East. I have a comparative statement showing in American gold the salaries paid in the Philippine islands, in British India, Ceylon, the Straits Settlements, Hongkong, and other British colonies to officials of corresponding rank or performing similar duties, and I suggest that it is worthy of the attention of those who are taking an interest in this subject.

Governor.....\$15,000 \$1,092 25,755 24,250 24,250

Priv. sec. to

governor.....2,500 8,248 970 1,355 1,355

Exec. sec. ....7,500 14,118 8,245 10,300 7,760

Asst. exec. ....4,000 8,245 3,233 4,800 4,947

Heads of de-

partments 10,500 14,958 — — —

Auditor.....7,000 14,118 5,820 4,100 5,420

Treasurer.....7,000 9,258 5,820 6,000 5,420

Chief justice.....7,500 23,818 8,880 13,500 8,130

Associate jus-

tices.....7,000 14,948 5,820 8,400 6,205

Judges, court

of 1st inst. 5,500 14,958 5,820 — 5,420

Clerk of Su-

preme Ct. 3,000 8,248 1,940 5,405 3,495

Attorney gen. 7,000 12,702 5,820 7,775 6,205

Solicitor gen. 5,500 8,245 3,233 — 4,005

You will notice that although the governors of Ceylon, Hongkong, and the Straits Settlements have duties and responsibilities that are insignificant compared with those imposed upon Governor Wright of the Philippines, they get about \$10,000 a year more salary than he. And the heads of departments in India receive as

much as the governor of the Philippines. The chief justice of Hongkong's little settlement not so large as the District of Columbia, has \$3,000 a year more than the chief justice at Manila and the chief justice of India has \$16,000 more, while the associate justices in those colonies get twice as much as in the Philippines. The judges of the lower courts nearly three times as much, and other judicial offices corresponding advances. It is refreshing occasionally to discover that one of our men gets more salary than the Englishman. This peculiar distinction belongs to the superintendent of education, health inspection, and one or two other scientific positions in Manila. But as a rule, the salaries paid in the British colonies will average twice as much as those we pay in the Philippines, and in the case of provincial governors in India they are twelve times as much.

Lieutenant governors in India receive \$38,800 a year, and secretaries or heads of bureaus in the provinces are paid \$12,500, which is more than is received by the commissioners in the Philippines. Members of the boards of revenue in India receive \$15,000 a year. All magistrates of the first class throughout the empire are paid \$10,000 a year, which is the minimum of the judiciary. District and session judges receive from that amount to \$15,000 a year, according to their length of service and importance of the circuit over which they preside.

In Burma, where official responsibilities and duties are as light as in any other country of the world, and where the population is only 7,605,560, the governor receives \$38,000 a year, the chief secretary \$12,500, four under secretaries \$8,500 a year each, the finance officer or treasurer \$14,500, disbursing officer \$11,500, each, and a commissioner of agriculture \$11,500.

All of the gentlemen now occupying these positions and drawing their salaries, excepting the judges, began at the bottom of the ladder. They entered the public service in India and the colonies before they were twenty-five years old, after passing two examinations, the second occurring after one year of probation, in which their administrative qualities and adaptability had been fairly tested, and the record they made during that first year counted so many numbers in their total standing. They have been compelled to submit to similar examinations at every promotion since, and have worked their way up by merit without political influence, although, as is always the case, the personal equation entered into every calculation.

A good many weak ones drop out by the wayside. The civil service in the East Indies is a survival of the fittest; and you may be sure that a man who survives all of the tests and conditions incident to advancement is made of good stuff. At the same time, when he enters the service he knows that nobody but a better man can get ahead of him; he is sure that he will not be displaced by the favourite of some member of parliament, and that every time a vacancy occurs he stands an equal chance of promotion with everybody else of his rank. He knows, too, that his employment is permanent upon good behaviour, and that, after twenty-four years of service, he will be entitled to a pension if he desires to retire. These pensions vary from \$360 to \$108 (?) a year, according to the rank of the official, and they have the privilege of commuting them and receiving a stated amount of cash, which is calculated by an actuary on the same basis as is a life insurance premium. But unlike the rule of our government the amount of his pension must be deducted.

The British government gives pensions to both its civil and military officers upon retirement for age disability, but requires both to provide for their wives and children after death by a form of compulsory insurance. The details may be found at length in army regulations. Similar regulations prevail in all the European countries. Every officer who enters the military service, if he be married, must, as a condition of his appointment, pay into the treasury a stated sum for his wife and for each of his children. This sum varies according to his age, and is based upon the same risks as life insurance premiums. Every time he is promoted and upon the birth of every child his premium, or "contribution," as it is called, is increased, and each officer, both married or unmarried, must submit to a monthly deduction from his pay for insurance purposes.

For this the officers of the army, navy, and marine corps are divided into five classes, according to their rank.

If an officer retires from the service his premium is reduced one-half, or he is permitted to take a paid-up policy for the insurance value of his investment; or he can settle by surrendering all his obligations for cash, the same as with an insurance company.

Officers who are dismissed from the service by the sentence of a court-martial lose everything; their insurance is declared void, and all premiums they have paid are forfeited to the government as a part of the penalty.

By another arrangement officers of the army may insure the free return of their wives and families to England from any part of the tropics in case of their death. This is very common. Few married officers neglect the precaution, for the amount of the premium is small and the benefit is comparatively large. All they have to do is to pay a small sum, something about \$100, into the treasury, and receive from the government a certificate entitling their wives and children to free first-class passage to London or any other point in England.

Under the insurance regulations above given, the widows of officers of Class I, receive an annual pension of \$600; of Class II, \$500; of class III, \$500 of class IV, \$350; of class V, \$300, and \$50 a year for each child up to the age of six years; \$100 for children between six and twelve years; \$150 for those children between twelve and twenty-one years; and daughters over twenty receive \$225 a year for life or until marriage. No pensions are paid to sons after they reach the age of twenty-one.

—W. E. Cerrill.

## TWO FIRES.

## CONFLAGRATION IN KOWLOON.

At 3 o'clock this morning a fire broke out at No. 65 Station Street North, Yau-mai. The building, a three storied one, was occupied as a pawnbroker's establishment. A portion of the Brigade, under the orders of Mr. Hallifax, Deputy Superintendent, arrived on the scene about 3.30 a.m., and hoses coupled up to the street hydrants and to the floating engine soon projected streams of water on the blaze. Owing to the inflammable nature of the goods stored in the building the whole house was already enveloped in flames when the Brigade arrived, and as it was at once evident that no hope could be entertained of saving the burning building, every effort was made to safeguard the surrounding houses. At 4.30 the fire was completely under control so far as restricting its area was concerned, but the house was completely gutted and its contents consumed. We understand that the building and goods were insured for \$25,000 with local companies.

## A BLAZE IN BONHAM STRAND.

At 9 o'clock this morning the members of the Brigade, who had not left for the fire at Yau-mai, were called out under the orders of Inspector Bakert to fight the flames in Bonham Strand, where a three storied house, No. 51 in that street, was burning briskly. The ground floor served as a tailor's workshop, and the first and second floors as offices for Chinese opium dealers. There was a plentiful supply of water so that the hydrants sufficed to supply an adequate quantity of liquid for the hoses. When the Brigade arrived the fire had already obtained a firm hold on the building. At about 4.45 the roof fell in, after which the flames were easily controlled, and the conflagration, thanks to the efforts of the firemen, restricted to the house in which it originated. At 5.30 the building was little more than a mass of smoking ruins, each storey being completely gutted though the floors had not fallen in. The floor and its contents were insured for \$6000 and each of the other stories for \$1000. The risks were all placed with Chinese companies.

## THE RULE OF THE ROAD.

At the Marine Court, this morning, the Harbour Master (the Hon. L. A. W. Barnes Lawrence) had before him the master of the Chinese Customs launch *Kowloon-chai*, who was charged with failing to observe the rules of the road as laid down by Order in Council.

According to the evidence of Lance-Sergeant G. Boole, of the Water Police, at 11 a.m., on the 6th inst. he was on duty in the harbour, and while proceeding in an easterly direction saw the defendant's launch, which belonged to the Customs service on his port bow coming up in such a manner that unless the *Kowloon-chai* or the police launch had given way a collision would have occurred. To draw his attention and to notify him that he was going to starboard witness blew one blast on the whistle, after which defendant crossed his bow so that unless the police launch was ported there would have been a collision.

This evidence was corroborated by the cox of the police craft.

Defendant was then examined by the Court, and in reply to questions said it was about 11 a.m. when he first sighted the police boat coming up the fairway on his starboard bow. There was another launch on his port bow. He kept a straight course as otherwise he might have collided with the launch whose name he did not know.

His Worship found that there was ample time for the cox of the Customs launch to avoid the others, and the police craft should most certainly have been given way to. As it was considerable risk was run by the wedging in between the two launches especially as speed was not even slackened. For not observing the rule of the road by which a collision nearly occurred he imposed a fine of \$5 and warned defendant to be more careful in the future.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## PUBLIC COMPANIES AND DIRECTORS' LIABILITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I am a shareholder in one of the local companies formed in 1902. In the prospectus issued at the time of its flotation, the directors promised subscribers an annual payment of interest at the rate of so much per cent. per annum on the capital. Well, it is very nearly two years now since the company started, but shareholders have not been paid a single cent. Under the Directors' Liability Act, 1893, are the directors of this company not liable to an action for damages at the suit of the shareholders?—Yours faithfully,

Hongkong, 8th July, 1904.

## ENQUIRER.

THE work of electrifying the cable tramway from Kennington to Sreatham is proceeding at a remarkably rapid rate. When completed it will probably constitute a record both for England and the United States. Messrs. J. G. White and Co., the contractors, are confident of finishing their task by June 6, though the contract period does not expire until June 30. Work was commenced on April 5, and by May 20—thirty-nine working days—electric cars were running on the double track between Kennington and Brixton Station, and the Board of Trade inspectors had inspected and passed the two sets of rails as far as Water-lane, Brixton Hill. In the course of a day or two cars will be running direct from the bridges to that point. Between 1,500 and 1,600 men have been employed from the commencement, and little or no overtime has been worked. The current rate of wages is being paid, but in cases where men are working particularly well they are paid extra. The minimum wage is 7d. per hour, and the maximum 3s. 6d. The superintendent of the work is an Englishman who was trained in America, but there are no American workmen employed. At last been stated—

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## BRITISH SQUADRON LEAVES WEIHAIWEI.

## RUMOURED SEALED ORDERS.

(From Our Own Correspondent.)

WEIHAIWEI, 7th June,  
6.10 p.m.

The China Squadron left hurriedly this afternoon.

The fleet's departure was quite unexpected, and it is rumoured that it has sailed under sealed orders.

## JAPANESE CORVETTE SUNK.

## TWENTY-ONE LIVES LOST.

Mr. M. Noma, Consul for Japan, kindly communicates the following telegram:—  
Tokio, 7th July, 9.20 p.m.

"Admiral Togo reports that the *Kaimon*, while on a special mission on the 5th inst. at the outside of Tallienwan, in a thick fog, hit a Russian mine and sank. Three officers including Commander Takahashi, 49 non-commissioned officers and men are missing. The rest were saved."

[The *Kaimon* is a composite corvette of 1,360 tons, length 302 ft. She was built in 1882 and had a speed of 12 knots. Her armament consisted of one 6" gun and twelve smaller cannon.—Ed., H.K.T.]

## A POLICE PARADE.

## PRESENTATION OF MEDALS AND PRIZES.

A parade was held this afternoon at 3 o'clock at the Central Police Station at which Mr. F. J. Badesley, Captain Superintendent of the Police, presented good conduct medals to several Chinese members of the detective force and the prizes for the shooting competitions held earlier in the year. The British, Indian and Chinese detachments of the police with muskets and side arms fell in on the parade ground under the orders of Deputy Superintendent E. R. Hallifax and Assistant Superintendent P. P. J. Wodehouse. On the arrival of the Captain Superintendent the parade gave a general salute, and this officer then passed down the lines and inspected the men present. The main ceremony commenced by the presentation of 4th class medals for good conduct to the Chinese constables 272 Sun Toi and 926 Lo Tsoi for having, by their untiring efforts, succeeded in arresting a dangerous murderer who had fled from Canton to Hongkong, where he remained hidden during several weeks. 329 Li Chi Tsung and 192 Fan Tsing were also recipients of similar distinctions for their diligence in arresting robbers in the New Territory. Captain Superintendent Badesley addressed a few words of congratulation to the men, and stated that he trusted their example would prove an encouragement to their comrades to strive and gain similar distinction. Sergeant Garrod was then presented with a silver cup and badge for having made the highest musketry score during the year. Sergeants Grant, Lemont and Pitt were recipients of the second, third and fourth prizes. Several Indian members of the force also received mementos of their skill, and Sergeants Garrod and Grant and two Sikh constables were presented with prizes for the excellence of shooting with the revolver. Captain Badesley congratulated each of the prize-winners on the good score they had made.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 8th at 11.35 a.m. The barometer has fallen generally throughout China and is stationary in the Philippines.

Gradients are slight upon the China Coast, and light S.E. winds may be expected in the Formosa Channel and fresh S.W. monsoon prevails over the whole of the China Sea.

Forecast:—Moderate S. to S.W. winds, fine. N.B.—The information received from northern stations is still meagre.

THE London *Daily Chronicle* publishes a thrilling account of the kidnapping of Mr. Percival and Mr. Varley from Taguig. It appears that the bandit Ralsull, with two hundred armed Moors, suddenly invaded Mr. Percival's house and carried him and Mr. Varley off by force, to the regret of their wives and Miss Varley, who themselves were finally spared abduction. A party of armed Moors entered an Englishman's house at Taguig in the day-time. The Englishman being absent, his wife was compelled to surrender two rifles. The British Consul at Taguig has demanded the offending Moors' arrest. The authorities, however, hesitate, because the ringleader of the band is influential among the local tribesmen.



## TELEGRAMS.

(Reuters.)

## The War.

LONDON, 6th July.  
General Sakharoff, who watched the Motienling fight from a tower, praises the valour of the troops.  
General Sakharoff reports that the Russians on the 3rd instant drove the Japanese to within four miles of Sonyuching and that the enemy is fortifying the Taling pass.

## The French Army.

The Chamber has adopted the Two-years' Military Service Bill by 577 to 43.

## Clerical Teaching in France.

The Senate has passed the Religious Teaching Bill totally suppressing clerical teaching.

LATER.

## The Thibet Mission.

Reuter's correspondent at Gyantse wires that the armistice being ended, the British stormed and captured the Tibetan fort after a fierce resistance. The casualties were not numerous. Lieut. Gordon of the 32nd Sikhs was killed.

## The United States Presidency.

The St. Louis convention has met. The nominations of Judge Parker for the presidency and of the eminent lawyer Mr. Turner for the vice-presidency are assured.

## Russia.

A ukase to-day calls out 447,302 men liable to military service in accordance with the conscription law, also all naval reservists in European Russia for the purpose of completing the complement of the Baltic ports. It also calls out the reservists in the Southern provinces for Sevastopol.

(Straits Times.)

## Liberal Unionists.

LONDON, 30th June.  
The Liberal Club has held a stormy meeting. It was decided by 108 to 64 votes to send representatives to a conference with the Liberal Union Council.  
The Chairman of the Club subsequently resigned the membership.  
The minority have agreed to secede in a body and to form a new free-trade organisation.

## Cricket.

Leicestershire defeated Sussex at Brighton by 5 wickets.  
Nottinghamshire beat Lancashire at Nottingham by 330 runs.  
Lancashire beat Somerset at Manchester by an innings and 136 runs.  
Middlesex beat Surrey at the Oval by seven wickets.

## Princess of Wales' Stakes.

LONDON, 1st July.  
The following is the result of the race for the Princess of Wales' Stakes:  
Rocksand ..... 1  
Saltpetre ..... 2  
William Rufus ..... 4

## Russian Warship at Newchwang.

STORIES OF JAPANESE SUCCESS DENIED.  
Reuter's correspondent at Newchwang reports that the Russian destroyer *Burnskoff* had arrived one afternoon from Port Arthur and had berthed alongside the Russian gunboat *Strouth*.  
The Commander of the destroyer denies the truth of the Japanese reports about the sinking and damaging of Russian ships off Port Arthur on the 23rd June.

## LLOYD'S "REGISTER."

Lloyd's Register for the first quarter of 1904 shows that there were registered 308 ships of nearly a million tonnage gross under construction in the United Kingdom, excluding warships. Of the latter there were 74 of 377,115 tons building, and only four of these were for foreign Governments, including the two 16,000-ton battleships Barrow and Elswick are building for Japan. Great Britain has ten battleships and eleven first-class cruisers building besides numerous smaller craft. Private yards have more than two-thirds of the contracts and Barrow is constructing 13 submarines. According to foreign returns received up to the time of publishing, Germany was the most active foreign builder, having 73 vessels building, the United States 63. Contrary to the usual custom France was building no sailing ships at all, but Italy and Sweden each had ten under construction. The British mercantile construction showed an increase in tonnage over the first quarter of 1903 but a decrease in the number of ships. The Colonies were the largest customers for British-built ships, taking 21, Norway coming next with nine. Glasgow and Newcastle were the busiest centres.

At a meeting of the Singapore Legislative Council on 1st inst., Mr. Tan Jik Kim put the following question:—"Whether the Government is aware that the action of the Transvaal Government in recruiting Chinese labour in South China, whence the whole of the labour supply for this Colony and for the Federated Native States is drawn, is likely to cause us most serious injury, and if so, what steps are being taken by the Government to protect our interests?" The Colonial Secretary said the Government was alive to the action of the Transvaal Government in introducing Chinese into South Africa, and was aware that it was likely to affect this Colony and might lead to some difficulty. It was in contemplation to appoint a special officer to watch proceedings and report to the Government in this respect.

## THE WAR.

## THE ELEVENTH HOUR AT PORT ARTHUR.

Trains may dash in and out of Port Arthur and the Japanese from the railway if hard pressed now and then; but the experts of the London *Times*, *News*, and *Mail* seem convinced that the fortress is doomed. How long the siege is to last no expert ventures to predict. "Another Sabastopol," remarks the London *News* which makes merry over the Russian claim that the ammunition in the magazines will last a year. "The Crimea will repeat itself," according to Captain Carillon Bellaires, M.P., a well-known authority on Russian military methods. He is sure the Russians will hold out to the last at Port Arthur, although the alleged advice proffered by General Dragomiroff to the Czar to abandon the place to the Japanese has a certain effect upon the military expert to the London *Times*. We think that advice may yet be taken. Nevertheless, he deems the capture of the place a task of immense difficulty.

In French organs the situation at Port Arthur leaves all experts serene. The *Figaro* (Paris) says the Russians will not surrender the place, no matter how long the war lasts. It can hold out indefinitely, being provisioned for months, if not for years. Admiral Togo's bombardments make little impression. This assertion is supported by statements in Austrian organs. The *Neues Wiener Tageblatt* shares the contempt of the Paris *Figaro* for the bombardments of Port Arthur. The bombardment factor is subject of a careful study in the *Revue de Paris* by an anonymous naval officer, who enters into mathematical calculations demonstrating to his own satisfaction that Admiral Togo's guns need not agitate the residents of Port Arthur. As a matter of fact, the band plays twice a week there, "the entire population gathering to listen to music," note the London *Standard*. "One would hardly believe that the town was practically in a state of siege." This, however, is from a St. Petersburg news despatch. The naval officer already mentioned quotes approvingly in the French publication the following opinion of the eminent military writer, General Borgnis-Desbordes:

"The bombardment by a squadron of a city on a coast will result in material ruins of a far less serious nature than is generally supposed. Such ruins would entail, undoubtedly, the ruin of individual fortunes, thus reacting to some extent upon the finances of a government. But the damages would not be of a nature, we would not say to cause, but even to hasten in the least, the end of the struggle between the two great Powers. In a word, bombardment, in the language of Napoleon, should be counted for nothing. It will always be a subsidiary and very perilous operation for the ships engaged in it. To succeed in inflicting serious damages, to be certain of putting an arsenal even temporarily out of condition for serving its intended purpose, would require a very prolonged bombardment, necessitating the using up of the greater portion of the ammunition and equipment of the auxiliary armament and heavy ordnance of some dozen war-ships. Even then, the result ordinarily to be obtained would be poor, out of proportion to the greatness of the effort and the perils incurred."

"Hence we are led to conclude that, in a general way, bombardment by a squadron is a military operation of the fourth or fifth class, making much noise for very little result, without real importance, without genuine object, without serious influence upon the issue of a struggle between two great military Powers."

## THE PROBLEMS OF THE RAND.

## EFFECT OF THE CHINESE CONVENTION.

The *African Review* deals with the native problem in South Africa from several points of view. Discussing the probable results of the Chinese Convention, the text of which was published on May 20th, it says:—"The aim of those who have the welfare of the country at heart—and not only the benefit of the mines—in supporting the Chinese Labour principle, is to provide an incentive and a competitor to the native in order that he shall realise that the labour-market will not for ever await on his vagaries. The danger the Kaffir runs in the new order is that he will be thrown back on his old life as employment becomes more difficult; but in view of the great number of labourers required to satisfy the full demands of the mines, of industry, and of the farming population, we think that for many years to come the honest native worker will easily find occupation. The mere fact of more natives offering their labour on the market than the market requires will automatically have the effect of restricting Chinese immigration—with all the expense and the responsibilities entailed in the process."

Reviewing the progress of the Chinese Labour movement, the *African Review* concludes that "nothing can be more plain than the gradually growing conviction of the Transvaal people that recourse to Asiatic labour is both expedient and innocuous. The Ordinance is framed to the end that, with all the benefits derivable from a reliable labour supply, none of the evils which leavened the result in other parts will operate in the Transvaal."

A great deal is being said about the heavy death-rate in the Rand Mines. The subject is discussed in some of the medical papers. The *Medical Press*, for instance, does not hesitate to assert "that the returns are a blot upon the national escutcheon." The *Sanitary Record* says:—"Theoretically, we proclaim that all men are brothers; practically, the treatment meted out to the native races is often worse than that given to the lower animal." The *African Review*, on the other hand, points out that the surrounding circumstances are such that the mortality is bound to be high. "The natives depart from their homes and are received at the mines, indiscriminately. The long journey with very little food, tells upon the weaker sort, and aggravates disease. Then, in many cases, the

change of climate and the assumption of steady labour, combined with ignorance and carelessness of living, have dire effects on health. These are what may be termed unavoidable incidences of environment, and are supplemented in effect by the usual diseases and effects of mining and of barracking or compounding. That the net effect on the health of the native due to these disadvantages may be lessened is clear enough. But it is also clear that to view the condition of the native in the light of normal industrial employment of a settled industrial population is absurd."

In the matter of wages, the *African Review* goes on to remark that it is only natural that the natives, when questioned on the matter, should desire more pay. But "it would be just as absurd for a wealthy mining company to pay an abnormally high wage to the detriment of the industry as a whole, as it would be, for instance, for Mr. Rowntree to pay ten times the amount of the ruling wage to his chocolate employees, because he is ten times as rich as his neighbour."

As to flogging, "those who have worked with and superintended native labour will recognise that occasional force, where exercised without malice or malignity, is both expedient and beneficial."

## TEBRAU PLANTING CO., LTD.

Following is the report for presentation to the shareholders at the eighth ordinary general meeting to be held at the Company's office, Alexandra Buildings, Des Voeux Road, on Thursday, the 14th inst., at noon:—  
To the shareholders of Tebrau Planting Company, Limited.

Gentlemen,—We beg to lay before you our balance sheet for the year ending 30th April last. We also annex the report of our estate manager, Mr. Larken.

The accounts have been audited in Singapore by Mr. Ewart, and in Hongkong by Mr. W. Hutton Potts.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 29th June, 1904.

Johore, Singapore, 31st May, 1904.  
Messrs. JOHN D. HUMPHREYS & SON,  
General Managers.

Tebrau Planting Company, Limited.  
Dear Sirs,—I beg to report as follows on the Mount Austin Plantation during the twelve months ending 30th April, 1904.

Coffee.—As I said in my last report, I found it necessary to abandon the cultivation of coffee in consequence of the small returns, owing to the spread of leaf disease; and our receipts from that source have merely been the proportion paid by the coolies who worked it on their own account. This year they have declined to go on with it as it no longer pays them so we shall have little more, as the coffee trees are fast becoming overgrown with jungle.

Rubber.—I am glad to say my expectations as regards the yield and quality of the Para rubber have been fulfilled and we secured during the twelve months 1,500 lbs. of dried rubber. The three shipments made and sold in London have fetched on each occasion the highest price of the market at date of sale, viz., 4/9d., 4/6d., and 5/-d. per lb. for No. 1 "Biscuit" and 3/3d. and 3/8d. per lb. for "Scrap." I have not yet got the report of the last two shipments containing the yield of the trees from January to April, but I hope they will show equally good results.

We were also fortunate in selling a large number of young plants from seeds from our own trees to the Sultan, to the Johore Government and to some Chinese who are opening plantations.

Mount Austin Plantation is in first rate order and the trees are all that can be desired. I hope in July to considerably increase the output as I shall be able to begin tapping a good many more trees.

I remain, dear sir, Yours faithfully,  
M. LARKEN.

## BALANCE SHEET FOR THE YEAR ENDING 30TH APRIL, 1904.

Liabilities.	
Capital Account:—	
17,845 fully paid up shares	17,845 00
At 5s each	89,125 00
1,285 fully paid up shares	6,425 00
At 5s each	6,425 00
Mortgage of estate to C. F. Marshall	10,000 00
Account payable	3,600 00
	\$109,150 00

Assets.	
Cr. Property Account:—	
Purchase price of old Company's property	50,000 00
Rubber plantation	10,846 16
Buildings	2,109 02
Tools	288 38
Cash in hand	5 26 30
" in Hongkong and Shanghai Bank	419 42
" with estate manager	447 67
" with general managers	2,461 45
Profit and loss a/c. balance at debit	3,354 84
	42,551 60
	\$109,150 00

## WORKING ACCOUNT COFFEE.

May 1, 1903.	
To Balance brought forward	\$47,083 23
April 30, 1904.	
By Proceeds of Coffee	\$915 21
" Balance transferred to profit and loss account	46,128 02
	\$47,083 23

## WORKING ACCOUNT RUBBER.

May 1, 1903.	
To Balance brought forward	\$6,807 51
April 30, 1904.	
To Wages	2,377 75
" Salaries, manager for 12 months	3,600 00
" Charges	358 31
	\$13,339 57
April 30, 1904.	
By Proceeds of sale of plants	\$950 40
" Proceeds of sale of rubber	1,425 01
	\$2,375 41
" Balance carried forward	10,846 16
	\$13,339 57

## PROFIT AND LOSS ACCOUNT.

May 1, 1903.	
To Balance brought forward	\$ 2,470 23
April 30, 1904.	
To Coffee a/c. balance at debit	46,128 02
To Interest	455 15
To Hongkong office charges	35 45
To Auditor's fee	25 00
To Exchange	20 50
	\$49,134 35
April 30, 1904.	
By Transfer fees	\$ 7 75
By Suspense a/c. (calls paid on 1610 forfeited shares)	6,575 00
By Balance	47,551 60
	\$49,134 35

JOHN D. HUMPHREYS &amp; SON,

General Managers.

I have compared the above statement with the books at the head office and the accounts from Singapore and certify the same to be correct.

W. HUTTON POTTS,

Auditor.

Hongkong, 29th June, 1904.

## AUSTRALIA'S DECLINING POPULATION.

## INCREASE OF EMIGRATION.

[By A. H.]

"The Bishop of Ripon, the Right Reverend Dr. Carpenter, speaking on April 25th at Leeds, declared that the terrible increase of fashionable childless unions was reducing marriage to a mockery. The danger affected the national safety by depriving the nation of 500 children a week. The decline in the birth-rate was, he said, largest in Australia." The foregoing appeared as a cable message in an Australian newspaper. It was published with startling headlines, and no sooner than the legislators of the Commonwealth had themselves been seized of the gravity of the situation as disclosed by the report of the Commission which inquired into the subject of the declining birth-rate. In 1884 the population of the whole continent, with an area of 3,000,000 square miles, or one-fourth less than Europe, was 4,000,000; to-day it stands at 3,500,000. The proportion is a trifle less than a square mile to each unit of the population. It seems as if this huge tract of country, twenty-five times the size of the United Kingdom and abounding in natural resources, is yet incapable of supporting more than 34 million souls.

Unfortunately, the subject of a declining birth-rate may not be too frankly discussed in the columns of a newspaper even in the name of common sense. As Mr. G. K. Chesterton somewhere says, we may not openly discuss the two problems—life which most concern us, birth and death; because it is indelicate to speak of the one and morbid to refer to the other. It is, however, permissible to say that the popular view of marriage, if it ever was more than an academic theory, is now entirely obscured by intimate considerations of personal and family convenience. We have left a long way behind us the time when a cradle was an indispensable item of a bride's equipment. It is a commonplace paradox that population has ever shown a tendency to decline side by side with a high standard of comfort. The infrequency of wars in our time has dissolved the view that the security of a state depends upon its ever increasing population, a theory which Napoleon exaggerated in a brutal saying that it was the first duty of Frenchwomen to breed soldiers. Traces of it, however, survive in the royal custom of granting bounties to mothers who give birth to triplets, and in the treatment of a would-be suicide as a criminal. Not a great many years ago the body of a buried, with a stake driven through it, was buried at the intersection of four crossroads. Posthumous obloquy was the lot of the suicide for having destroyed a life that was not his own but the state's, and his estate became forfeited to the government. America with her passion for arresting headlines, brands her unprogressive birthrate as "race suicide," against which President Roosevelt last year upheld his voice; while the latest home papers publish statistics showing that marriages in the United Kingdom are annually decreasing in number—not, probably, "improvident" marriages, but marriages amongst the classes which, having adopted a high standard of personal comfort, cannot afford to marry.

But a declining birth-rate is only a part of Australia's trouble. For several years past Australians have been going abroad in increasing numbers in search of a means of livelihood not readily obtainable at home. The persistent exodus is a source of the gravest anxiety within her own shores. Whereas the population of the United States is at present sufficient for all purposes, and the surplusage of the United Kingdom may be found scattered all the world over, Australia's need has ever been population, and for many years she has endeavoured, with only partial success, to attract it by every expedient of advertising. The great majority of immigrants have always gravitated to the large centres of population, and half a dozen of the most important of them account for one-third of the whole population of the country. The solitude and remoteness of the bush are the immigrant's last reluctant resort when pressure of competition in the cities has forced him to seek them. The inducement to linger in populous centres is principally offered by the extravagant wages fixed by the trade unions. But as high wages mean small profits and fewer workmen, every Australian city is burdened with an army of unemployed who habitually importune the government for work. Immediately after the Boer war several thousands of Australians sailed for South Africa. According to the latest returns 16,570 more persons left Victoria than arrived there. Doubtless they did not all go to South Africa. Many of them might have gone over to the "Golden West," which ever since the discovery of its auriferous areas has continued to strip the other states of population; others have gone to the Argentine, where twelve years ago an attempt was made to found an Australian settlement on strictly communistic lines, but which by this time is

probably extinct. Many Australians are here; many more would leave their homeland to-day, if only they could "make a rise," if only, that is, they could pick the winner of the Melbourne Cup, or gain a prize in Tattersall's sweep, or casually find a nugget, or, in fact, if they could find a means of leaving home in some effortless but otherwise legitimate way. The periodical discoveries of gold in various parts of the country may be fairly held responsible for the speculative spirit which is the dominant feature of the Australian character. A land boom all but beggared Victoria fifteen years ago; and Victoria has shown herself possessed of so little reserve of vitality, that up to this day she has not recovered from the shock of that mad speculation. These periodical discoveries of gold have largely contributed to the neglect of settled pursuits. Farming and fruit culture are poor things compared with the dazzling prospect of a rich alluvial find, and the chance of "making a rise" is far more alluring than a life of plodding industry. The discovery of gold in Ballarat in 1851 was immediately followed by such a disorganisation of social and economic conditions as is probably without parallel in the history even of gold mining. Melbourne cabmen received as much as £5 for driving a miner a thousand yards; miners lit their pipes with bank notes. Domestic servants could be had for neither love nor money; tricked out in finery they followed the fortunes of the diggers. Gentlewomen fetched and carried water through the streets of Melbourne. Many trades and callings were paralysed, and the general demoralisation was complete. Nothing as bad as this has recurred in connection with gold mining in Australia, although the condition of Coolgardie in the early nineties was sufficiently deplorable.

It would be incorrect to suppose that all those who emigrate represent the fittest and jettison of thrift and vagabondage. These perforce remain in the country for want of means to leave it. Australia's emigrants are largely composed of craftsmen who may not work at home for lower wages than are fixed by the unions. Very largely, also, they include miners, out of work because the development of properties is checked by the costliness of union labour. Australian miners would have flocked to the Rand but for the importation of Chinese coolies. The Australian emigrant is a novel product of novel economic forces. Hitherto, emigration has followed overcrowding at home; the merit of destroying the uniformity of cause and effect belongs entirely to Australia. Presently, the Australian emigrant should qualify for immortalisation in song, like the Irish emigrant who sat on a stile and thought of Mary.—Ex.

## THE KUNLON FERRY ROUTE TO CHINA.

It is strange how quietly British merchants seem to have acquiesced in the idea, promulgated at the time of his visit to Burma by Lord Curzon, that it would be a useless expense prolonging the Burma Railways from the Northern Shan states to the Kunlon ferry, because of the insignificant amount of trade that might be expected after the line had been laid. It is not in this spirit that Russia lays down her railways, and had the same policy prevailed in Africa, we should not now have placed Uganda in communication with the sea. The British Government being composed of men who are not traders, it is difficult for them to recognise the importance of commercial matters. The Kunlon ferry itself is not perhaps a place where there is much trade at the present time. But it is close to the Chinese frontier, and we may be certain that if it were within railway communication with Rangoon, it would rapidly develop into a place of considerable commercial importance. Russia, France, and Germany are doing all they can to push their Chinese trade, and England should certainly not be behind hand in securing what she can. There are no doubt more remunerative railway projects within our own territories which are now being taken in hand. But the extension of the Burma Railway system to the Kunlon ferry is of political importance, and would also, if it were taken in hand probably prove remunerative in a few years. As a recent writer has observed:—"The wars of the future will be for markets; they will be wars of necessity, or rather, perhaps, prompted by the hope of material gain. Many of them will be fought with other weapons than cannon and money. Established commerce, a firm hold of trade routes, preponderance at a trading posts, effective occupation of a produce exchange—in the struggle for markets these will be points of vantage worth more than battalions, and a short railway may be of greater value than a fleet of battleships."—*Rangoon Times*.

## COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	\$60 s. 67 10
Nationals	38 b.
Union Insurance	545 s.
China Traders	64 b.
Cantons	212 s.
Hongkong Pines	310 s. & b.
China Fires	88 s. & s.
H.K.C. & Macao Steamboats	295 s.
Indo-Chinas	117 s.
China and Manilla	25 b.
Douglases	36 b.
Star Ferries (old)	334 b.
Do. (new)	242 b.
Shells Transports	267 s.
China Sugars	180 s.
Raub	78 b.
H.K. & Whampoa Docks	418 s.
Wharves	115 b.
Farnham	151 s.
Hongkong Land	\$150 s. & s.
West Point	60 s.
Hongkong Hotel	155 s.
Shanghai Hotels	112 s.
Green Island Cans	\$ 29 s.
China Paper	403 s.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	110 1/2
Do. demand	110 5/16
Do. 4 months' sight	110 1/2
France—Bank T.T.	235 1/2
America—Bank T.T.	45 1/2
Germany—Bank T.T.	139 1/2
India T.T.	139 1/2
Do. demand	139 1/2
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	9 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	111 1/2

Buying.	
4 months' sight L/C	110 1/2
6 months' sight L/C	110 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	110 1/2
4 months' sight France	237 1/2
6 months' sight do.	239 1/2
4 months' sight Germany	139 1/2
Bar Silver	26 13/16
Bank of England time	3 1/2

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:	Per chest
Malwa	94 1/2
" Old	100 1/2
" Older	100 1/2
" Oldest	100 1/2
Patna New	137 1/2
" Old	140 1/2
Bengal New	12 7 1/2
" Old	12 1/2
Paragon Paper	85 1/2

## To-day's Advertisements.

## HONGKONG HOTEL.

## DINNER.

## TO-MORROW (SATURDAY), 9th July.

## MENU.

## HORS D'OEUVRES.

## Shrimp Canapes.

## SOUP.

## Potage Parmesan.

## FISH.

## Salmon a la Parisienne.

## ENTREES.

## Pigeon Pie.

## Veal Steak and Grilled Tomatoes.

## York Ham a la Jardiniere.

## CURRY.

## Crab.

## JOINTS.

## Roast Ribs of Beef.

## Roast Chicken and Celery Sauce.

## Boiled Ox Tongue and Caper Sauce.

## COLD.

## Roast Leg of Mutton and Plain Salad.

## SWEETS.

## Victoria Pudding.

## Chocolate, Ice Cream and Genoa Cake.

## Apricot Tart.

## Topsy Cake.

## DESSERT.

## Coffee. Fruits. [811]

## PUBLIC AUCTION.



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"SARPEDON"	15th July.
GLASGOW AND LIVERPOOL	"PELEUS"	23rd July.
GLASGOW AND LIVERPOOL	"AJAX"	29th July.
GLASGOW AND LIVERPOOL	"MACHAON"	8th August.
GLASGOW AND LIVERPOOL	"GLAUCUS"	12th August.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LPOOL	"DIOMED"	15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
* GENOA, MARSEILLES & LPOOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA.	"OANFA"	11th July.
S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th June.	"MACHAON"	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th July, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	11th July.
MANILA	"TAMING"	13th "
KOBE	"TAIYUAN"	13th "
SHANGHAI	"WHAMPOA"	13th " at 5 p.m.
YOKOHAMA AND KOBE	"TSINAN"	18th "
CEBU AND ILOILO	"KAIFONG"	19th "

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th July, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th July, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 2nd July, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M. FARE:—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$5; 2nd Class, \$3; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers. WHARF—At the Western end of Wing Lok Street. The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao. MING ON & CO., 2nd Floor, No. 16, Victoria Street. Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled. Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M. 1st Class.....\$3.00 for Single Journey. 2nd ".....1.50 " " " " Meals.....1.00 each. The steamer's wharf is at the Western end of Wing Lok Street. YUK ON S.S. CO., LD., No. 216, Wing Lok Street. WENDT & CO., Canton Agents. Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

## MESSAGERIES CANTONNAISES.

J. TREVoux & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangou, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual. The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese......80

Deck......30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent, THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

KWONG CHOW.....1,309...J. P. MARTIN.

"KWONG TUNG".....1,238...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. FILLANS".....15th July.

"BEDOUIN".....to follow

"LOWTHER CASTLE".....to follow

For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 7th July, 1904.

P. & O. S. N. Co's INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA," 6,574 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO," 4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd June, 1904.

## NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU."

Captain.....will be despatched as above, on FRIDAY, the 9th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd June, 1904.

## Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA."

Captain R. H. Cooke, will be despatched as above, TO-MORROW, the 9th instant, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 8th July, 1904.

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI (JAPAN) AND SALINA CRUZ (MEXICO).

THE Steamship

"CLAVERING."

Captain D. Bagg, will be despatched for the above Ports, on MONDAY, the 11th instant, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Vaux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 6th July, 1904.

## NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Capt. Maganini, will be despatched as above, on TUESDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 6th July, 1904.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 12th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 7th July, 1904.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIC."

Captain Oliver, will be despatched for the above Ports, on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 5th July, 1904.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM."

Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 2nd July, 1904.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 1st April, 1904.

## HONGKONG-AVERAGE MARKET PRICES.

Corrected 1st July, 100 cts. per 5 Mds.

## BUTCHER MEAT.

	Cents.
Beef—Prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" " Serjain—Ngau Lau	26
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—Know	9
" Tongue fresh—Ngau Li	45
" " corned—Ham Ngau Li	45
" Head—Ngau Tau	65
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau chaitau-keok	75
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheong	16
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	8
" Kidneys—Chi Yiu	pair
" Liver—Chi Koa	24
Pork, Chop—Chi Pai Kwat	23
" Corned—Ham Chu Yuk	24
" Leg—Chu Pei	18
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	50
" Keok	set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	17
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

## POULTRY.

Chicken—Kai Chai	34
Capon, Large, Small—Sin Kai	32
Ducks—Ap	20
Doves—Pan Kau	each
Eggs, Hen—Kai Tai	per doz
Fowls, Canton—Kai	36
" Hainan—Hoi Nam Kai	30
Geese—Ngai	20
Geese, Wild Shanghai—Sheung Hoi Ye	20
" Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	"
Partridge—Che Khoo	"
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow, Pak Kup	30
Quail—Um Chun	"
Rice Birds—Wo Fa Cheuk	dozen
Saipo—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	"
" Hen	" Na
Wild Ducks, Shanghai, Sri-ap	pair
Teal, Shanghai, Sri Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	per pair

## FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	15
Catfish—Chik Yu	11
Codfish—Mun Yu	24
Crabs—Hai	15
Cuttle Fish—Muk Yu	13
Dab—Sa Mang Yu	13
Dog—Wong Mei Lun	12
Dog Fish—Tit Tu Sa	8
Eels, Congor—Hai Man Yu	18
" Fresh water—Tam Sui Yu	13
" Yellow—Wong Sin	24
Frogs—Tien Kai	



## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of matters  
of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively displaying  
advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISING RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three.....	20.00
Six.....	37.50
Twelve.....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6.....	10
12.....	25

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
\$1 each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES

## PAMPHLETS.

## CARDS.

## CIRCULARS

## EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong

## For Sale.

## FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong 20th May, 1904

## FOR SALE.

ONE ICE-MAKING MACHINE with  
GAS ENGINE complete.

For full Particulars, apply to

HUGHES &amp; HOUGH,

8, Des Vaux Road.

Hongkong, 27th June, 1904. [769]

## FOR SALE.

INCANDESCENT  
GASOLINE

## LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.INCANDESCENT  
—MANTLES,

## CHIMNEYS,

## GLOBES,

## SHADES, &amp;c.,

for

## GASOLINE AND GAS

## LAMPS

at the most moderate  
prices.Lamps fixed up for  
buyers free of charge.Naptha of the best  
kind kept in stock.

## TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

## Intimations.

**Sanitas**  
Purifying Agent  
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for  
general or personal use it is thoroughly effective.  
It completely disinfects the house in which  
it is used, and administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder  
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antiseptic and deodorant. It is used in all  
kinds of buildings, and is especially useful in  
bedrooms, and in the presence of contagious  
diseases being pleasant and refreshing.

"Sanitas" Eucalyptus Soap  
is specially recommended by the medical  
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fine disinfecting qualities and its fragrance.

**Klingzett's Fumigating Candles**  
supply the safest and most convenient means  
of sulphur fumigation. For the disinfection  
of infected places, bedding, clothing, etc.,  
they are both efficacious and economical.  
Destroy all insects.

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## Clearances at the Harbour Office.

*Dagmar*, for Nagasaki.  
*Wingchai*, for Macao.  
*Paul Beau*, for Canton.  
*Citrus*, for Saigon.  
*Mesfoo*, for Shanghai.  
*Takong*, for Bangkok.  
*Pak Kong*, for West River.  
*Pakhoi*, for Amoy.  
*Tak Hing*, for West River.  
*Hongkong*, for West River.  
*Yingking*, for Canton.  
*Wo Ping*, for West River.  
*Yuenyang*, for Manila.  
*Shanti*, for Hongay.  
*Pentakota*, for Amoy.  
*An Pho*, for Saigon.  
*Baron Capelle*, for Sasebo.  
*Kwonglung*, for Canton.  
*Anepa*, for Sourabaya.

## Departures.

July 8.  
*Montcalm*, Fr. battleship, for Shanghai.  
*Sully*, Fr. battleship, for Shanghai.  
*Guadalupe*, Fr. battleship, for Shanghai.  
*Vigilante*, Fr. gunboat, for Shanghai.  
*Pistolet*, Fr. gunboat, for Shanghai.  
*Proude*, Fr. torpedo-boat, for Shanghai.  
*Candia*, for Colombo.  
*Thales*, for Swatow.  
*Chunshan*, for Swatow.  
*Chihli*, for Swatow.  
*Yega*, for Japan.  
*Takong*, for Bangkok.  
*Kwongkong*, for Canton.  
*Feiching*, Canton.  
*Yuenyang*, for Manila.  
*Dagmar*, for Nagasaki.  
*Pakhoi*, for Shanghai.  
*Mesfoo*, for Shanghai.

## Passengers departed.

Per *Oanfu*, from Singapore—450 Chinese.  
Per *Macquarie*, from Japan—Messrs. Hinton,  
Meyer and Thomas.

## Shipping Report.

Str. *Oanfu* from Liverpool—Moderate S.W.  
breeze, and fine weather.

Str. *Simongan* from Sourabaya—Fine weather,  
with strong S.W. monsoon from 12° N.  
till here, sea moderate.

Str. *Nankin* from Moji—Fine weather leaving  
there, heavy weather off North end of Formosa,  
typhonic disturbance.

Str. *Macquarie* from Kobe, etc.—Left there  
on 21st ult., arrived Moji following day, left  
for Amoy on 23rd; Sunday 26th experienced  
heavy E.S.W. swell, with increasing wind and  
sea and falling bar, midnight anchored under  
Matsu Island for shelter, lowest bar reading  
29.53; Monday evening proceeded heavy head  
sea and strong wind still prevailed with much  
rain, arrived there on 28th, departed on 7th  
inst. experienced light Ely winds, and fine  
clear weather with smooth sea to Hongkong.

## Vessels in Port.

## STEAMERS.

An Pho, Br. s.s., 666, J. Kynoch, 30th June,  
—Saigon 26th June, Rice—Chinese.

Athenian, Br. s.s., 2,440, S. Robinson, 4th  
July,—Vancouver, B.C. 6th June, and  
Shanghai 1st July, Gen.—C. P. R. Co.

Bourbon, Fr. s.s., 1,500, Antoni, 7th July,  
—Canton 6th July, Gen.—Man Fat.

Clavering, Br. s.s., 2,154, D. Barton, 3rd July,  
—Salina Cruz 28th May, and Moji 27th June,  
Ballast.—C. S. S. Co.

Doric, Br. s.s., 2,936, H. Smith, R.N.R., 2nd  
July,—San Francisco 1st June, Honolulu  
8th, Yokohama 21st, Kobe 25th, Nagasaki  
27th, and Shanghai 29th, Mails and Gen.  
—O. & S. S. Co.

Empress of Japan, Br. s.s., 3,039, Henry  
Pybus, R.N.R., 5th July,—Vancouver via  
Ports 13th June, and Shanghai 2nd July,  
Mails and Gen.—C. P. R. Co.

Foo Shing, Br. s.s., 1,423, T. Arthur, 5th July,  
—Moji 29th June, Coal.—J. M. & Co.

General Alava, Am. transport, Whitton, 20th  
June,—Cavite 17th June.

Haimun, Br. s.s., 636, W. C. Passmore, 24th  
June,—Kobe 19th June, Ballast.—D. L. &  
Co.

Hinsang, Br. s.s., 1,424, W. E. Sawyer, 30th  
June,—Saigon 26th June, Rice.—J. M. &  
Co.

Hongkong, Fr. s.s., 742, A. Suzzoni, 7th July,  
—Haiphong and Hoilow 6th July, Gen. and  
Pigs.—A. R. M.

Ichia, Ital. s.s., 2,784, M. Dante, 5th July,  
—Singapore 29th June, Gen.—C. & Co.

Kohsichang, Ger. s.s., 1,292, S. Simonson, 4th  
July,—Bangkok 28th June, Rice and  
Wood.—B. & S.

Lightning, Br. s.s., 2,122, J. G. Spence, 6th  
July,—Calcutta 21st June, Penang and  
Singapore 1st July, Gen.—D. S. & Co.,  
Ld.

Mausang, Br. s.s., 1,644, S. J. Payne, 25th June,  
—Sandakan 20th June, Timber.—J. M. &  
Co.

M. Struve, Ger. s.s., 666, P. Brandt, 6th July,  
—Tamsui 3rd July, Amoy 4th, and Swatow  
5th, Gen.—O. S. K.

Onsang, Br. s.s., 1,787, J. T. Davies, 1st July,  
—Java 22nd June, Sugar.—J. M. & Co.

Pentakota, Br. s.s., 2,209, R. H. Coope, 7th  
July,—Singapore 1st July, Gen.—J. M. &  
Co.

Phranang, Ger. s.s., 1,021, F. Mangelsdorf, 30th  
June,—Bangkok 16th June, Rice.—B. & S.

Rajaburi, Ger. s.s., 1,189, D. Reimers, 6th  
July,—Bangkok 29th June, Rice and  
Lumber.—B. & S.

Rubi, Br. s.s., 1,611, R. W. Almond, 4th July,  
—Manila 2nd July, Hemp and Gen.—S. T.  
& Co.

Ruth, Nor. s.s., 2,339, Thos. Hellesien, 7th July,  
—Kuchinotru 1st July, Coal.—M. R. K.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,  
—New York 4th May, Gen. and Case Oil.—  
D. & Co. Ld.

Taiyuan, Br. s.s., 1,459, L. Dawson, 26th June,  
—Australian Ports 4th June, and Manila  
23rd June, Gen.—B. & S.

Themis, Nor. s.s., 1,209, T. Thamsen, 6th  
July,—Kobe and Moji 30th June, Gen.—  
Chinese.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,  
—New York 10th Dec., 1903, Case Oil.  
—S. O. Co.

Ibadan, Br. sch., 473, W. Winch, 5th July,  
—Manila 24th June, Ballast.—E. A. T. Co.



## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,  
at 1 P.M., the Company's Steamship  
"YARRA," Captain H. Sellier, with  
Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Ports of Call, WITHOUT TRANSHIP-  
MENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY the 11th July. Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th June, 1904.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 10th July,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Mongolia*, 9,500 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Persea*  
due in London on the 29th August.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 1st July, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Lyra</i> .....	4,417	G. V. Williams	July 12
<i>Hyades</i> .....	3,753	Geo. Wright	July 31
<i>Shamut</i> .....	9,606	W. M. Smith	Sept. 1
<i>Tremont</i> .....	9,606	T. W. Garlick	Oct. 1
<i>Shamut</i> .....	9,606	W. M. Smith	...
<i>Tremont</i> .....	9,606	T. W. Garlick	...

\* Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

*Shamut*.... 9,606 (W. M. Smith) Ab. Aug. 12  
*Tremont*.... 9,606 (T. W. Garlick) Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL, &amp; CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 6th July, 1904.

## Consignees.

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

## THE Company's Steamship

## "PENTAKOTA,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. TO-MORROW, the 8th  
instant, will be landed at Consignees' risk and  
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 7th July, 1904.

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ REGENT LUITPOLD,"  
of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
MORROW, at 10 A.M.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 12th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 12th instant, at  
10 A.M.

All Claims must reach us before the 18th  
of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & Co.,  
Agents.

Hongkong, 5th July, 1904.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

## "LIGHTNING,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.

Cargo remaining on board after the 8th  
inst., at 4 P.M., will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
Undersigned.

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 6th July, 1904.

FROM HAMBURG, EMDEN, ANTWERP,  
PENANG AND SINGAPORE.

## THE H. A. L. Steamship

## "BADENIA,"

Captain Rörden, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 12th inst. will be subject  
to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 12th inst. at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 5th July, 1904.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "DORIC,"

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding discharge and undelivered  
by TUESDAY, the 5th instant, at 5 P.M.,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 2nd July, 1904.

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor  
the OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessel during her  
stay in Hongkong Harbour:

ANAPA, British steamer, Capt. J. M. Williamson.

—Shewan, Tomes &amp; Co., Agents.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	82,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$660 sales
National Bank of China, Limited	4,453	£10	£8	\$50,000				London 67 1/2
Do. (Founders)	750	£1	£1	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$59,143	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$64
North China Insurance Company, Limited	10,000	£15	£5	\$784,415	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 65
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$80,000	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50	\$37,744	\$110,551	\$15 for 1902	7 %	\$212
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$29 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$100,000	£5,853	10/- for 1903	5 %	\$127
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$18,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$80,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	6 1/2 %	\$33 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$15,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$10,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 30	T.Tls. 30	£10,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	£10,000	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 47 buyers
Do. (Preference)	100,000			none		Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$186 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$500 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	Fcs. 1,529,652	Dr. £7,236	No. 12 of 1/-		\$7 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£4,873	£6,671	No. 2 of 1/-		Tls. 6.70 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$217 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	4 1/2 %	Tls. 152 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$255
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750					\$7 dividend	6 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	8 %	Tls. 140 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158
Shanghai Land Investment Company, Limited	32,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 %	Tls. 120 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	5 1/2 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	Tls. 50	Tls. 50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	\$10,771	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$20,000	Tls. 56,501	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 72 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$20
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,034	Interim of 5 % a/c 1898		Tls. 25 buyers
Lao-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 64 1/2 sales
Alhambra, Limited	300	\$200	\$200	Tls. 25,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,300	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	13 1/2 %	\$2 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$91 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	90 cents for year ending 30.4.1903	6 1/2 %	\$14 1/2 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	£7,387	£1 div. and 2/- bonus for 1902	5 1/2 %	\$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 108,172	Tls. 7,548	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 8 1/2 for 1903	7 1/2 %	Tls. 112 1/2 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 104,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T.Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		T.Tls. 130 sellers
Hall & Holtz, Limited	21,000	\$20	\$10	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	12 %	\$29 1/2 sales
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$125 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,444	Final of \$12 making \$16 for 1903	29 1/2 %	\$225
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	29 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,383	\$2 1/2 for year ending 30.11.1903	7 1/2 %	\$280 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$14 for year ending 31.7.1903	7 1/2 %	\$18 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$5 for 1903		\$37
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£100	None	8 1/2 %	\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4 1/2	\$14,000	\$110	90 cents for year ended 31.5.1903	8 1/2 %	\$10 1/2 buyers
Do. (Founders)	100	\$10	\$10			\$99.70	14 1/2 %	\$210 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,470	None		\$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$17 1/2 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		\$81
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$10 1/2 buyers
Maatschappij tot Mijl-, Bosch- en Landbouwex- ploitatie in Langkat	45,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	First quarterly of Tls. 10 paid 15.3.04	14 %	Tls. 292 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 43,000	Tls. 10,247	Tls. 5 for 1903	9 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	7 %	Tls. 125 sales
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,253	Final of \$1.20 making \$2.70 for 1903	12 %	\$23
Do. (Founders)	123					None		\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	none		First year		\$7 1/2
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$60,000	\$3,403	\$1 div. and 25 cents bonus for half year ended 30.6.1903	8 %	\$32 1/2 sellers
Fraser and Neave, Limited	4,500	\$10	\$10	\$112,500	\$2,700	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$95 sellers
Maynard and Company, Limited	5,400	\$10	\$10	none	\$803	\$5 for year ended 31.10.1903	8 %	\$10 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,500	\$10	\$10			First year		\$50
South China Morning Post, Limited	10,000	\$25	\$25					\$25